MONTGOMERY COUNTY FIRE AND RESCUE SERVICE
DRIVER/OPERATOR TRAINING PROGRAM

Practical **A**pplication **G**uide **S**heet

Attack Engine-Ladder Pipe Evolution
(Revised March 2015)

Driver Performance Competency: The driver candidate shall lay-out a 4" supply line from a hydrant. The driver candidate will initiate a water supply and supply a ladderpipe to an aerial ladder. Evaluator will give the candidate the tip size and base pressure for the ladder pipe.

1. Position Engine past hydrant to allow for straight lay of a supply line. _____(2)
2. Stop Engine and apply parking brake. _____(2)
3. Dismount from the cab and wrap supply line and layout strap around hydrant. _____(2)
4. Complete layout to designated location at speed no greater than 10 MPH. _____(3)
5. Stop Engine and apply parking brake. _____(3)
6. Engage pump. Listen for pump to engage, speedometer reading approximately 10-15 mph and green "Ok To Pump When Lit" indicator light in cab should be illuminated. Operator should also hear Air Compressor engage. _____(3)
7. Place wheel chock at appropriate location. _____(3)
8. Operator will confirm the following: Pump panel is illuminated, FoamLogix Pump is on, Air Compressor is on, there is positive discharge pressure on the Master Discharge Gauge and the "Tank To Pump" valve is open. _____(3)
9. Turn OFF CAFS Air Compressor and FoamLogix pump. _____(3)
10. Disconnect supply hose from hose bed and connect to intake. _____(2)
11. Advise Supply Engine to "charge your supply line" indicating that you are ready to receive water. Open bleeder to evacuate air. Close bleeder. _____(2)
12. Connect Officers High Flow Discharge to ladder truck's gated appliance. Ensure both gates are closed. _____(1)
13. Candidate must know the flow capacity of both Officers High Flow Discharges. (#1 = 1,500 GPM / #2 = 2,400 GPM) _____(1)

14. Candidate must know the Outboard Relief Valves settings.
(Unit specific, should be around 210 PSI, candidate must test their Engine prior to taking test, if sufficient pressure can't be achieved without relief valve opening candidate must use another discharge and CMF must be notified.) _____(1)

Outboard Relief Valve Pressure_____

15. Ask truck driver the desired base pressure and tip size. _____(1)

16. Open TPM to appropriate pressure. _____(1)

17. Close Tank To Pump valve. _____(1)

18. Open appropriate MIV and note intake pressure. _____(1)

Intake Pressure_____

19. Operate Primer until water discharges. _____(1)

20. Once truck driver calls for water open appropriate discharge. _____(1)

21. Throttle up to desired discharge pressure based on base pressure and FL. _____(1)

Discharge Pressure_____

22. Assist truck driver with opening valves at his/her request (if necessary.) _____(1)

23. Adjust throttle once water is flowing. _____(1)

24. Set TPM after water is flowing. _____(1)

25. Note intake pressure with water flowing. _____(1)

Intake Pressure_____

26. Determine percent drop and water available. _____(1)

$$\frac{\text{(static – residual)}}{\text{static}} = \%\ \text{Drop}$$

10% drop = 2x additional water is still available
25% drop = 1x additional water is still available
50% = no more water is available

Water Available_____

27. Monitor pump panel, pump, engine compartment gauges and radio. _____(1)

28. Ensure that there is a means for water to be constantly circulating through the pump for cooling in the event that the ladder pipe shut down. _____(5)

29. Be prepared to shut down in case of an emergency. _____(1)

30. Attach a second 4" line from Engine's discharge to Truck's gated appliance. Open discharge valve then appliance gate. _____(1)

31. Once told to do so. Throttle down, close discharges & intake. Take pump out of gear. _____(1)

32. Reset TPM to "0." _____(1)

33. Ensure Engine is ready for service. _____(1)

Total Possible Points 100 **Candidate's Score _____**

Critical Fail Points

Failure to successfully perform any of the following components will result in an automatic failure of this evolution regardless of total score.

-Not delivering the requested product
-Improper setting of the TPM at any stage of the evolution
-Improper discharge pressure
-Delivering water to Truck before Truck driver requests it
Failure to turn OFF CAFS Air Compressor and FoamLogix pump
-Loss of water/pressure in the Truck's supply line
-Failure to use wheel chock
-Activation of TRV

PASS **FAIL**

_____ _____

Test Evaluator **Date**